TERMINAL SUPERINTENDENT

R. A. WARDLE.....Sacramento

TRAINMASTERS

E. C. WATSON.....Sacramento
Z. T. ADAMS.....Sacramento
T. E. BILLINGSLY.....Roseville
R. B. GIBSON.....Roseville

ASSISTANT TRAINMASTER

W. F. CURRIER.....Truckee

ASSISTANT TRAINMASTER—
DIVISION EXAMINER

G. F. RUPERT.....Sacramento

ROAD FOREMEN OF ENGINES

W. M. BRENNAN.....Roseville
F. A. DENNEY, JR.....Roseville

ASST. ROAD FOREMEN OF ENGINES

H. E. PECK.....Sacramento
D. J. GAUTIER.....Roseville

CHIEF TRAIN DISPATCHER

R. R. MILES.....Sacramento

T. F. CUSTER
Assistant Superintendent, Sacramento

SOUTHERN PACIFIC COMPANY

SACRAMENTO DIVISION

TIMETABLE

173

EFFECTIVE SUNDAY, MARCH 20, 1949
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

R. E. HALLAWELL,
General Manager.

V. M. PETTERSON,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

A. S. McCANN,
Superintendent of Transportation.

M. L. JENNINGS,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Sacramento	Dr. W. W. Cress	Division Surgeon
Sacramento	Dr. A. F. Wallace	Division Surgeon
Sacramento	Dr. Manuel L. Azevedo	District Physician and Surgeon
Sacramento	Dr. W. N. Becker	District Physician and Surgeon
Sacramento	Dr. R. P. Jones	District Physician and Surgeon
Sacramento	Dr. J. Roy Jones	Oculist and Aurist
Roseville	Dr. L. E. Jones	District Physician and Surgeon
Roseville	Dr. J. F. McAnnally	Asst. Dist. Physician and Surgeon
Loomis	Dr. F. D. Barnes	District Physician and Surgeon
Newcastle	Dr. L. B. Barnes	District Physician and Surgeon
Auburn	Dr. H. L. Dixon	District Physician and Surgeon
Auburn	Dr. J. A. Russell	Consulting Physician and Surgeon
Colfax	Dr. F. Lynn Smith	District Physician and Surgeon
Colfax	Dr. I. R. Kilgore	Asst. Dist. Physician and Surgeon
Truckee	Dr. J. H. Bernard	District Physician and Surgeon
Reno	Dr. Rodney E. Wyman	Division Surgeon
Reno	Dr. M. B. Woodward	District Physician and Surgeon
Reno	Dr. John A. Fuller	Oculist and Aurist
Lincoln	Dr. N. A. Nubin	District Physician and Surgeon
Marysville	Dr. P. B. Hoffman	District Physician and Surgeon
Marysville	Dr. John A. Duncan	Asst. Dist. Physician and Surgeon
Marysville	Dr. R. A. Montano	Oculist and Aurist
Live Oak	Dr. I. W. Higgins	District Physician and Surgeon
Biggs	Dr. A. R. M. Sears	District Physician and Surgeon
Chico	Dr. T. S. Enloe	District Physician and Surgeon
Chico	Dr. D. H. Moulton	District Physician and Surgeon
Los Molinos	Dr. James L. Faulkner	District Physician and Surgeon
Gerber	Dr. R. G. Frey	District Physician and Surgeon
Davis	Dr. Leo A. Cronan	Emergency Surgeon
Woodland	Dr. O. C. Railsback	District Physician and Surgeon
Arbuckle	Dr. H. S. Powis	District Physician and Surgeon
Williams	Dr. Charles F. Keith	District Physician and Surgeon
Colusa	Dr. John W. Scott	District Physician and Surgeon
Willows	Dr. Fred M. Lawson	District Physician and Surgeon
Orland	Dr. S. E. Coffey	District Physician and Surgeon
Oroville	Dr. J. E. Patrick	Emergency Surgeon
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon
Folsom	Dr. Kenneth E. Overholt	District Physician and Surgeon
Placerville	Dr. C. V. Soracco	District Physician and Surgeon
Hamilton	Dr. Mary E. Poket	Emergency Surgeon
Yuba City	Dr. N. M. Loomis	District Physician and Surgeon
Yuba City	Dr. B. L. Miller	Asst. Dist. Physician and Surgeon
Walnut Grove	Dr. V. W. Pallesen	District Physician and Surgeon
Isleton	Dr. Godfrey Steinert	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

GENERAL ..... SAN FRANCISCO
EMERGENCY ..... SACRAMENTO
EMERGENCY ..... ROSEVILLE
EMERGENCY ..... GERBER
EMERGENCY ..... SPARKS

WATCH INSPECTORS

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.

Sacramento ..... H. T. Harger, 1026 K St.
Roseville ..... W. F. Sugden
Colfax ..... H. O. Grenier
Sparks ..... W. R. Adams & Son
Placerville ..... Wm. J. Randolph
Woodland ..... O. D. Payne
Willows ..... Robt. E. Boyd
Orland ..... L. Schnell
Oroville ..... M. C. Tieck
Marysville ..... John J. Fargo, 317 D St.
Chico ..... J. R. Dupen

LOCATION OF STANDARD CLOCKS

Ben Ali ..... Yard Office
Chico ..... Train-order Office
Colfax ..... Train-order Office
Gerber ..... Train-order Office
Gerber ..... Roundhouse
Marysville ..... Train-order Office
Norden ..... Train-order Office
Placerville ..... Train-order Office
Roseville ..... Depot Ticket Office
Roseville ..... Yard Train-order Office
Roseville ..... Antelope Yard Office
Roseville ..... E. End Govt. Yard Office
Roseville ..... Roundhouse
Sacramento ..... Train-order Office
Sacramento ..... Dispatcher's Office
Sacramento ..... Train Crew Dispr. Office
Sacramento, 12th St. Yard Train-order Office
Sacramento ..... Roundhouse
Truckee ..... Train-order Office
Truckee ..... Roundhouse
Willows ..... Train-order Office
Woodland ..... Train-order Office

RULE 86. Except where Rule D-231 applies, inferior first-class trains must be clear of main track and insulated joints for No. 102 not less than five minutes before the arriving, or leaving, or train-order time at that station; and second- and third-class

EASTWARD

Capacity of sidings		SECOND CLASS 442 C. C. M. Lv. Daily Ex. Sat. Sun. Mon.			FIRST CLASS 22 Mail Leave Daily	24 Gold Coast Leave Daily	102 City of San Francisco Streamliner Leave Daily	28 San Francisco Overland Leave Daily	202 Passenger Leave Daily	26 Passenger Leave Daily	Mile Post Location	Timetable No. 173 March 20, 1949 STATIONS	Distance from Sacramento
Sacramento yard	BKWOTIP	AM 1.00			PM 11.10	PM 10.40	PM 7.18	PM 1.40	AM 10.05	AM 12.30	89.0		
	BKOTP										88.9	TO-R **SACRAMENTO**	0.0
	W 87 IYP										89.8	TO-R 0.9 **SACRAMENTO** (12th St.)	0.9
	BKP										91.8	2.0 **ELVAS**	2.9
Roseville yard	BKP				11.23	10.53	7.30	1.52	10.18	12.44	94.9	3.1 **BENALI**	6.0
	BKWOTYP	1.40 AM			11.34	11.04	7.37	2.00	10.29	12.55	102.8	7.9 TO-R **ANTELOPE**	13.9
		Ar. Daily Ex. Sat. Sun. Mon.			s 11.45 PM Arrive Daily	s 11.15 PM Arrive Daily	7.44 PM Arrive Daily	s 2.09 PM Arrive Daily	s 10.40 AM Arrive Daily	s 1.10 AM Arrive Daily	106.6	3.8 TO-R **ROSEVILLE**	17.7
		(0.40) 26.55			(0.35) 30.34	(0.35) 30.34	(0.26) 40.85	(0.29) 36.62	(0.35) 30.34	(0.40) 26.55		(17.7) Time over Subdivision / Average Speed per Hour	

Automatic Block System — Double Track

RULE 86. Except where Rule D-251 applies, inferior first-class trains must be clear of main track and insulated joints for No. 102 not less than five minutes before the arriving, or leaving, or train-order time at that station; and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for No. 102 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

EASTWARD — WESTWARD

Capacity of sidings	THIRD CLASS 518 Local Freight Leave Daily Ex. Sunday	Mile Post Location	Timetable No. 173 March 20, 1949 Placerville Branch STATIONS	Distance from Placerville	THIRD CLASS 519 Local Freight Arrive Daily Ex. Monday
Sacramento yard WIP	AM 5.50	94.7	R **BRIGHTON**	54.0	AM 11.50
23	5.55	95.9	1.2 **PERKINS**	52.8	11.40
9	6.05	98.9	3.0 **MAYHEW**	49.8	11.25
23 YP	6.20	101.6	2.7 **MILLS**	47.1	11.15
Yard Limits 28 P	6.50	104.4	R 2.8 **CITRUS**	44.3	11.00
9	7.33	110.1	5.7 **NATOMA**	38.6	10.00
Yard Limits Y	8.40	111.1	R 1.0 **FOLSOM JCT.**	37.6	9.55
6 P	**9.10**	118.0	6.9 **WHITE ROCK**	30.7	**9.10**
11 P	AM 9.50	126.1	8.1 **LATROBE**	22.6	8.35
25	PM 12.01	142.7	16.6 **EL DORADO**	6.0	7.20
18 P	12.30	145.0	TO 2.3 **DIAMOND SPRINGS**	3.7	7.00
Yard Limits BKWTP	1.00 PM	148.7	TO-R 3.7 **PLACERVILLE**	0.0	6.30 AM
	Arrive Daily Ex. Sunday		(54.0)		Leave Daily Ex. Monday
	(7.10) 7.53		Time over District / Average Speed per Hour		(5.20) 10.12

Sacramento yard

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 173 March 20, 1949 Placerville Branch STATIONS	WEST-WARD Distance from Fair Oaks
Yd. Lmts. 28 P	104.4	**CITRUS**	1.9
15 P	105.3	TO-R 1.9 **FAIR OAKS**	0.0
		(1.9)	

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 173 March 20, 1949 Placerville Branch STATIONS	WEST-WARD Distance from Folsom
Yd. Lmts. Y	111.1	R **FOLSOM JCT.**	0.7
22 WP	111.8	TO-R 0.7 **FOLSOM**	0.0
		(0.7)	

WESTWARD

Timetable No. 173
March 20, 1949

Mile Post Location	STATIONS		Distance from Roseville	FIRST CLASS 21 Mail	23 Gold Coast	25 Passenger	101 Streamliner City of San Francisco	27 San Francisco Overland	201 Passenger (c)
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
89.0	TO-R **SACRAMENTO**	Automatic Block System	17.7	AM s 1.50	AM s 5.05	AM s 6.20	AM s 6.55	PM s 4.10	PM s 6.50
89.8	TO-R **SACRAMENTO** (12th St.) 0.9	Automatic Block System	16.8						
91.8	**ELVAS** 2.0	Automatic Block System	14.8						
94.9	**BENALI** 3.1	Automatic Block System	11.7	1.30	4.47	6.02	6.39	3.55	6.32
102.8	TO-R **ANTELOPE** 7.9	Automatic Block System	3.8	1.20	4.39	5.54	6.34	3.48	6.24
106.6	TO-R **ROSEVILLE** 3.8	Automatic Block System	0.0	1.10 AM	4.30 AM	5.45 AM	6.25 AM	3.39 PM	6.15 PM
	(17.7)	Double Track		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District			(0.40)	(0.35)	(0.35)	(0.30)	(0.31)	(0.35)
	Average Speed per Hour			26.55	30.34	30.34	35.40	34.25	30.34

RULE 86. Except where Rule D-251 applies, inferior first-class trains must be clear of main track and insulated joints for No. 101 not less than five minutes before the arriving, or leaving, or train-order time at that station; and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for No. 101 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

OUTBOUND, VIA ELVAS TO BRIGHTON (see note)

INBOUND, VIA ELVAS FROM BRIGHTON (see note)

Timetable No. 173
March 20, 1949

Capacity of sidings		THIRD CLASS 518 Local Freight	FIRST CLASS 60 West Coast	54 Sacramento Daylight	Mile Post Location	STATIONS		Distance from Brighton	FIRST CLASS 59 West Coast	53 Sacramento Daylight	THIRD CLASS 519 Local Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
Sacramento yard	BKWOITP		PM 7.45	AM 8.35	89.0 88.9	TO-R **SACRAMENTO** 0.9	A.B.S. Double Track	5.9	AM s 8.30	PM s 6.55	
Sacramento yard	BKOTP	AM 5.30			89.8	TO-R **SACRAMENTO** (12th St.) 2.0	A.B.S. Double Track	5.0			PM 12.15
Sacramento yard M 87	IYP	5.40	7.58	8.45	91.8 136.2	**ELVAS** 3.0	A.B.S. Double Track	3.0	8.20	6.45	12.01 PM
Sacramento yard 128	WIP	5.50 AM	8.05 PM	8.50 AM	133.2	**BRIGHTON**	A.B.S. Double Track	0.0	8.15 AM	6.40 PM	11.50 AM
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		(5.9)			Leave Daily	Leave Daily	Leave Daily Ex. Monday

Note—Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento, Westward. Trains moving from Sacramento to Elvas are Eastward, and Elvas to Brighton, Westward.

Timetable No. 173
March 20, 1949

Walnut Grove Branch

Capacity of sidings	EASTWARD Mile Post Location	STATIONS		WESTWARD Distance from Isleton
Sacramento yard	89.0			
BKWOITP	88.7	TO-R **SACRAMENTO**		33.2
52	94.2	5.5 **DEL RIO**		27.7
31	97.5	3.3 **FREEPORT**		24.4
58	104.6	7.1 **HOOD JCT.**		17.3
	107.9	3.3 **LAMBERT**		14.0
Yard Limits 53 YP	113.4	5.5 TO **WALNUT GROVE**		8.5
Yard Limits YP	121.9	8.5 TO **ISLETON**		0.0
		(33.2)		

ADDITIONAL STATIONS NAME	Mile Post	Capacity
Sacramento-Roseville line		
Swanston (Spur)	93.5	18
Planehaven	97.5	..
Walerga	99.4	8
Brighton-Sacramento line		
Hopfen (Spur)	134.6	20
Placerville Branch		
Ramona (Spur)	95.5	16
Manlove	97.5	7
Boyd (Spur)	100.3	6
Routier	100.7	..
Mather	103.4	6
Nimbus (Spur)	107.4	13

ADDITIONAL STATIONS NAME	Mile Post	Capacity
Alder Creek	108.3	..
Flonellis	127.6	..
Swift	127.8	..
Brela (Spur)	128.1	8
Brandon	129.8	..
Shrub (Spur)	130.3	3
Dugan (Spur)	131.4	6
Bullard	131.7	..
Shingle Springs	136.9	22W
Apex (Spur)	147.7	5
Walnut Grove Branch		
Baths (Spur)	91.8	23
Hood (on spur from Hood Jct.)	105.3	171
Mofuba (Spur)	111.2	15
Locke	112.6	W

EASTWARD

Timetable No. 173
March 20, 1949

Capacity of sidings	SECOND CLASS 606 Mixed Leave Daily Ex. Sunday	FIRST CLASS 22 Mail Leave Daily	24 Gold Coast Leave Daily	102 Streamliner City of San Francisco Leave Daily	28 San Francisco Overland Leave Daily	26 Passenger (c) Leave Daily	Mile Post Location	STATIONS	Distance from Roseville
Roseville yard BKWOTYP		PM 11.55	PM 11.25	PM 7.44	PM 2.17	AM 1.25	106.6	TO-R ROSEVILLE	0.0
P						c	110.6	4.0 ROCKLIN	4.0
Yard Limits E 65 WP		AM 12.22	PM 11.52	8.05	2.39	c 1.55	120.2	9.6 TO NEWCASTLE	13.6
E 76 WP		12.30	s AM 12.01	8.11	2.45	s 2.10	124.2	4.0 AUBURN, NEVADA ST.	17.6
E 98 P		12.38	12.10	8.18	2.53	c 2.20	129.1	4.9 BOWMAN	22.5
E 73 W		12.46	12.19	8.25	3.01	c 2.28	134.3	5.2 EAST APPLEGATE	27.7
Yard Limits E 102 BKWOYP		s 1.10	s 12.45	8.40	s 3.17	s 2.40 3.10	141.7	7.4 TO-R COLFAX	35.1
P							146.1 146.0	4.4 CAPE HORN	39.5
E 102 WYP		1.37	1.12	9.03	3.41	c 3.40	152.2	6.2 GOLD RUN	45.7
P						c	156.8	4.6 TOWLE	50.3
M 98 P		1.59	1.33	9.20	3.59	c 4.05	160.7	3.9 MIDAS	54.2
E 96 WP		2.11	1.45	9.29	4.08	4.17	164.8	4.1 KNAPP	58.3
Yard Limits M 99 WITP		2.35	2.08	9.43	4.26	c 4.40	170.7 171.8	5.9 TO EMIGRANT GAP	64.2
E 86 WP		2.51	2.22	9.56	4.39	c 5.00	177.9	6.1 CRYSTAL LAKE	70.3
P						c 5.07	180.3	2.4 CISCO	72.7
M 101 WP		3.10	2.40	10.12	4.55	c 5.20	185.5	5.2 TROY	77.9
E 116 BKWITP		3.26	f 2.55	10.25	5.08	s 5.40	192.0	6.5 TO NORDEN	84.4
						c	195.8 197.2	3.8 EDER	88.2
WP		3.46	3.14	10.45	5.28	6.00	202.9	5.7 STANFORD	93.9
Yard Limits E 102 BKWOYP		s 4.00	f 3.30	10.56	s 5.40	s 6.15 6.30	208.0	5.1 TO-R TRUCKEE	99.0
M 101 P		4.16	3.46	11.11	5.56	6.50	218.1	10.1 HINTON	109.1
P						c	222.4	4.3 FLORISTON	113.4
M 106 P		4.39	4.09	11.32	6.18	c 7.14	232.4	10.0 VERDI	123.4
Sparks yard P	PM 9.00	s 5.15	s 4.45	PM s 11.52	s 6.40	s 8.00	242.9	10.5 RENO	133.9
	f 9.05					s 8.10	245.5	2.6 SPARKS (Psgr. Sta.)	136.5
BKWOTYP	s 9.15 PM	s 5.25 AM	s 4.55 AM	s 12.01 AM	s 6.49 PM	s 8.15 AM	246.2	0.7 TO-R SPARKS	137.2
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(137.2)	
	(0.15) 13.20	(5.30) 24.95	(5.30) 24.95	(4.17) 32.03	(4.32) 30.26	(6.50) 20.08		Time over District / Average Speed per Hour	

Automatic Block System — Automatic Train Control — Automatic Block System — No. 2 Track

RULE 5. Schedule time and train-order time for eastward trains at Colfax apply at first crossover east of station.

RULE 86. Except where Rule D-251 applies, inferior first-class trains must be clear of main track and insulated joints for No. 102 not less than five minutes before the arriving, or leaving, or train-order time at that station; and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for No. 102 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

No. 606 may run ahead of first-class trains Reno to Sparks.

ADDITIONAL STATIONS
No. 2 Track

NAME	Mile Post	Capacity
Penryn, Lincoln Ave..(Spur)	115.5	18
Foothill	126.5	8
Clipper Gap	131.4	..
New England Mills...(Spur)	137.6	38
Magra	148.5	..
Dutch Flat	154.1	..
Alta.....(Spur)	156.0	11
Blue Canon	166.6	..
Yuba Pass.....(Spur)	176.1	14
Soda Springs	190.6	33
Eder Crossover	197.7	..
Andover	200.6	..
Andover Crossover	201.3	..
Boca	216.3	18
Wickes	221.5	..
Mystic	225.5	..
Calvada	228.5	..
Mogul.....(Spur)	235.8	12
Lawton	237.1	..

Timetable No. 173
March 20, 1949

WESTWARD

Capacity of sidings	Mile Post Location	STATIONS	Distance from Sparks	FIRST CLASS 25 Passenger (c) Arrive Daily	101 Streamliner City of San Francisco Arrive Daily	27 San Francisco Overland Arrive Daily	21 Mail Arrive Daily	23 Gold Coast (c) Arrive Daily	SECOND CLASS 605 Mixed Arrive Daily Ex. Sunday
Roseville yard BKWOTYP	106.6	TO-R ROSEVILLE 4.0	138.7	s AM 5.35	AM 6.25	s PM 3.31	s AM 1.00	s AM 4.20	
P	110.6	ROCKLIN 3.3	134.7	c 5.25			12.55	c 4.08	
W 126 P	113.9	TO LOOMIS 2.7	131.4	c 5.20	6.16	3.19	12.45	c 4.03	
W 45 P	116.6	PENRYN 3.0	128.7	c				c	
Yard Limits W 65 WP	119.6	TO NEWCASTLE 4.9	125.7	c 5.08	6.05	3.07	12.33	c 3.48	
W 135 P	124.5	TO AUBURN 3.9	120.8	s 4.58	5.55	2.57	12.23	s 3.38	
W 85 P	128.4	BOWMAN 13.7	116.9	c 4.43	5.47	2.49	12.15 AM	c 3.23	
Yard Limits W 103 BKWOYP	142.1	TO-R COLFAX 4.3	103.2	s 4.15	5.20	2.21	s 11.46 PM	s 2.55	
P	146.4	CAPE HORN 6.2	98.9	3.55	5.12	2.12	11.32	2.40	
W 94 WYP	152.6	GOLD RUN 4.6	92.7	c 3.41	4.59	1.59	11.19	c 2.26	
P	157.2	TOWLE 3.9	88.1	c				c	
M 98 P	161.1	MIDAS 4.1	84.2	c 3.22	4.42	1.42	11.01	2.02	
WP	165.2	KNAPP 6.0	80.1	3.11	4.34	1.34	10.52	1.51	
Yard Limits M 95 WITP	171.2 171.8	TO EMIGRANT GAP 4.3	74.1	c 2.57	4.22	1.22	10.40	c 1.37	
W 74 P	176.1	YUBA PASS 1.8	69.8	2.47	4.14	1.14	10.32	1.26	
WP	177.9	CRYSTAL LAKE 2.4	68.0	c 2.43	4.10	1.10	10.28	1.22	
P	180.3	CISCO 5.3	65.6	c				c	
M 101 WP	185.6	TROY 6.5	60.3	c 2.28	3.55	12.55	10.13	1.06	
W 124 BKWITP	192.1	TO NORDEN 4.0	53.8	s 2.14	3.42	12.42	10.00	c 12.51	
W 85 P	196.1	DONNER 1.1	49.8	2.01	3.34	12.33	9.50	12.30	
	197.2	EDER 5.7	48.7	c					
WP	202.9	STANFORD 5.1	43.0						
Yard Limits W 126 WOYP	208.0	TO-R TRUCKEE 8.2	37.9	s 1.35	3.15	s 12.09 PM	s 9.25	s 12.01 AM	
P	216.2 216.3	BOCA 1.8	29.7	1.12			9.07	11.36 PM	
M 101 P	218.1	HINTON 4.2	27.9	1.08	3.01	11.49 AM	9.03	11.32	
WP	222.3 222.4	FLORISTON 9.9	23.7	c				c	
M 106 P	232.2 232.3	VERDI 10.5	13.8	c 12.44	2.43	11.27	8.41	c 11.08	
Sparks yard P	242.7 242.9	RENO 2.6	3.3	s 12.26	s 2.27	s 11.11	s 8.25	s 10.50	PM s 6.10
	245.5	SPARKS (Psgr. Sta.) 0.7	0.7	s 12.06				c	f 6.00
BKWOTYP	246.2	TO-R SPARKS	0.0	12.01 AM	2.18 AM	11.01 AM	8.00 PM	10.25 PM	5.50 PM
		(138.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		Time over District		(5.34)	(4.07)	(4.30)	(5.00)	(5.55)	(0.20)
		Average Speed per Hour		24.91	33.69	30.82	27.74	23.44	9.90

Automatic Block System — Automatic Train Control — Automatic Block System — No. 1 Track

RULE 86. Except where Rule D-251 applies, inferior first-class trains must be clear of main track and insulated joints for No. 101 not less than five minutes before the arriving, or leaving, or train-order time at that station; and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for No. 101 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

No. 605 may run ahead of first-class trains Sparks to Reno.

RULE 5. Schedule time and train-order time apply as follows:
At Newcastle, at east crossover switch. Westward trains must stop east of east crossover switch unless authorized by train-order signal to proceed.

ADDITIONAL STATIONS
No. 1 Track

NAME	Mile Post	Capacity
Lawton	237.1	..
Mogul	235.7	..
Calvada (Spur)	228.4	8
Mystic	225.4	..
Wickes	221.9	..
Andover Crossover	201.3	..
Andover	200.6	..
Eder Crossover	197.7	..
Summit	193.0	..
Soda Springs	190.7	..
Blue Canon	166.0	..
Alta	156.4	..
Dutch Flat (Spur)	154.5	16
Magra (Spur)	148.9	6
New England Mills (Spur)	137.1	24
West Applegate (Spur)	133.9	50
Clipper Gap (Spur)	130.9	30

EASTWARD

Capacity of sidings		THIRD CLASS 498 Freight	THIRD CLASS 496 Freight	THIRD CLASS 494 Freight	FIRST CLASS 202 Passenger	Mile Post Location
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Roseville yard	BKWOTYP	PM 1.35	AM 8.05	AM 12.05	AM 10.43	106.6
100	P	1.50	8.20	12.20	10.52	112.8
120	WP	1.58	8.28	12.28	s 10.58	117.0
96	P	2.07	8.37	12.37	11.07	122.1
					11.11	124.8
124	WP	2.18	8.48	12.48	s 11.16	128.1
28	YP	2.24	8.54	12.54	11.20	131.2
91	P	2.28	8.59	12.59	11.24	134.2
Yd. Lmts.						139.8
112	BKWOIYP	2.41	9.12	1.12	s 11.44	140.8
	IP					141.8
100	WP	2.51	9.22	1.22	AM 11.51	144.7
		2.57	9.28	1.28		147.7
105	IP	3.04	9.35	1.35	PM s 12.01	151.5
104	P	3.16	9.47	1.47	s 12.09	158.0
43	WP	3.22	9.53	1.53	s 12.19	161.4
107	P	3.32	10.04	2.04	s 12.30	167.4
91	P	3.39	10.11	2.11	12.35	171.5
88	P	**3.52**	10.23	2.23	f 12.44	178.1
Yard Limits 159	BKWOYP	4.02	10.34	2.34	s 1.06	184.2
100	P	4.19	10.51	2.51	1.19	193.6
133	WP	4.34	11.07	3.07	f 1.33	203.0
41	P	4.46	11.19	3.19	f 1.45	209.7
	P	4.50 PM	11.25 AM	3.25 AM	c 1.55 PM	211.7
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
		(3.15) 32.34	(3.20) 31.53	(3.20) 31.53	(3.12) 33.72	

Timetable No. 173

March 20, 1949

Automatic Block System

Distance from Tehama	STATIONS	
105.1	TO-R ROSEVILLE	D.T.
98.9	6.2 WHITNEY	
94.7	TO 4.2 LINCOLN	
89.6	5.1 BROCK	
86.9	2.7 SHERIDAN	
83.6	TO 3.3 WHEATLAND	
80.5	3.1 ERLE	
77.5	3.0 OSTROM	
71.9	5.6 DANTONI JCT.	
70.9	TO-R 1.0 MARYSVILLE	
69.9	1.0 BINNEY JCT.	
67.0	2.9 BERG	
64.0	3.0 LOMO	
60.2	TO 3.8 LIVE OAK	
53.7	TO 6.5 GRIDLEY	
50.3	TO 3.4 BIGGS	
44.3	6.0 RICHVALE	
40.2	4.1 NELSON	
33.6	TO 6.6 DURHAM	
27.5	TO-R 6.1 CHICO	
18.1	9.4 ANITA	
8.7	9.4 VINA	
2.0	TO 6.7 LOS MOLINOS	
0.0	2.0 TEHAMA	
(105.1)		
	Time over District	
	Average Speed per Hour	

WESTWARD

FIRST CLASS 201 Passenger			
Arrive Daily			
PM s 6.09			
6.01			
s 5.55			
5.43			
c 5.39			
f 5.34			
5.27			
5.24			
s 5.16			
4.53			
4.49			
s 4.44			
s 4.34			
s 4.22			
s 4.11			
f 4.03			
f **3.52**			
s 3.41			
3.18			
f 3.05			
f 2.55			
2.50 PM			
Leave Daily			
(3.19) 31.69			

Double track on Tehama line at Roseville extends to MP 106.88. Eastward track begins at initial switch in No. 2 track, 38 feet east of Lincoln St. Westward track ends at switch to west drill track, at west line of Lincoln St

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Clayton.....(Spur)	118.4	65
Ewing.....	121.0	35
Jester.....(Spur)	126.0	22
Rupert.....(Spur)	138.9	27
Sullivan.....	146.4	7
Sunset.....	149.8	27
Fagan.....	155.9	8
Riceton.....(Spur)	164.1	7
Nord.....	191.3	20
Cana.....(Spur)	196.0	15
Second St., Tehama....	211.1	..

Timetable No. 173 — March 20, 1949 — Stirling City Branch

EASTWARD Capacity of sidings	SECOND CLASS 526 Local Freight Leave Daily Ex. Sunday	Mile Post Location	STATIONS	Distance from Stirling City	WESTWARD THIRD CLASS 527 Local Freight Arrive Daily Ex. Sunday
Yard Limits BKWOYP	AM 10.00	184.2	TO-R CHICO	31.2	PM 4.40
		186.6	2.4 SNRy Crossing	28.8	
16 P	11.05	198.2	11.6 PARADISE	17.2	3.30
8	AM 11.35	203.2	5.0 MAGALIA	12.2	3.05
14 WP	PM 12.15	210.0	6.8 DOON	5.4	2.30
WY	12.45 PM	215.4	R 5.4 STIRLING CITY	0.0	2.00 PM
	Arrive Daily Ex. Sunday		(31.2)		Leave Daily Ex. Sunday
	(2.45) 11.35		Time over District / Average Speed per Hour		(2.40) 11.70

Timetable No. 173 — March 20, 1949 — Dantoni Branch

Capacity of sidings	EASTWARD Mile Post Location	STATIONS	Distance from Dantoni WESTWARD
Yd. Limits	139.8	DANTONI JCT.	4.4
47	144.2	4.4 DANTONI	0.0
	(4.4)		

Timetable No. 173 — March 20, 1949 — Oroville Branch

Capacity of sidings	EASTWARD Mile Post Location	STATIONS	Distance from Oroville WESTWARD
Yard Limits	141.8		
IP	122.7	BINNEY JCT.	25.2
10 P	135.0	12.3 HONCUT	12.9
Yard Limits WTP	147.9	TO 12.9 OROVILLE	0.0
	(25.2)		

Timetable No. 173 — March 20, 1949 — Yuba City Branch

Capacity of sidings	EASTWARD Mile Post Location	STATIONS	Distance from Wilson WESTWARD
	144.7		
100 WP	144.4	BERG	14.4
Yard Limits WYP	147.6	TO 3.2 YUBA CITY	11.2
45	150.3	2.7 BOGUE	8.5
	152.2	1.9 OSWALD	6.6
28 W	156.6	4.4 TUDOR	2.2
	158.8	2.2 WILSON	0.0
	(14.4)		

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Stirling City Branch		
Butte Creek....(Spur)	188.3	29
Optimo.....	202.2	..
Oroville Branch		
Mello.....(Spur)	126.5	14
Ramirez.....(Spur)	130.7	20
Palermo.....(Spur)	142.5	19
Villa Verona....(Spur)	145.0	25
Yuba City Branch		
Abbott.....	155.6	8
Dantoni Branch		
Linda.....(Spur)	143.0	5

EASTWARD

FIRST CLASS

Capacity of sidings	20 Klamath	12 Cascade	14 Beaver	202 Passenger	16 West Coast	Mile Post Location	Timetable No. 173 March 20, 1949 STATIONS	Distance from Davis
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard Limits KWIYP	PM 11.35	PM 7.25	PM 6.35		AM 10.55	75.6	TO-R **DAVIS**	0.0
100 P	11.43	7.32	6.42		11.03	80.7	5.1 **MERRITT**	5.1
Yard Limits 97 BKWIP	PM s 11.52	7.37	f 6.49		s 11.15	84.9	TO 4.2 **WOODLAND**	9.3
38 P	AM 12.01				11.23	89.9	TO 5.0 **YOLO**	14.3
105 P	12.07	7.48	7.00		11.30	95.8	5.9 **ZAMORA**	20.2
32 P	12.15				11.38	103.2	7.4 **DUNNIGAN**	27.6
196 WYP	12.20	7.59	7.11		11.44	108.3	5.1 **HARRINGTON**	32.7
41 P	f 12.26				AM s 11.53	113.5	5.2 TO **ARBUCKLE**	37.9
51 P	s 12.41				PM s 12.08	124.2	TO 10.7 **WILLIAMS**	48.6
103 P	12.49	8.17	7.29		12.15	129.1	4.9 **CORTENA**	53.5
P	f 12.53				12.20	133.0	TO 3.9 **MAXWELL**	57.4
101 P	c 1.03	8.25	7.37		12.26	138.3	5.3 **DELAVAN**	62.7
Yard Limits 113 BKWOYP	s 1.23	8.36	c 7.50		s 12.46	149.9	11.6 TO **WILLOWS**	74.3
41 P	c 1.36				12.55	156.8	6.9 **ARTOIS**	81.2
102 P	1.40	8.48	8.03		12.59	160.7	3.9 **GRAPIT**	85.1
Yd. Lmts. 40 WP	s 2.02		c 8.08		s 1.10	165.4	4.7 TO **ORLAND**	89.8
Yd. Lmts. 36 YP	2.05				1.13	167.0	1.6 **WYO**	91.4
23 P	c 2.17	9.01	8.19		1.21	173.4	6.4 **KIRKWOOD**	97.8
43 P	s 2.35	9.07	8.26		s 1.32	178.5	5.1 TO **CORNING**	102.9
41 P	c 2.48				1.37	181.6	3.1 **RICHFIELD**	106.0
P	c 3.05	9.15	8.34	PM 1.55	1.45	186.3 211.7	4.7 **TEHAMA**	110.7
Gerber yard 164 BKWOIYP	s 3.15 AM	s 9.20 PM	s 8.40 PM	s 2.00 PM	s 1.55 PM	213.8	2.1 TO-R **GERBER**	112.8
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.8)	
	(3.40) 30.76	(1.55) 58.85	(2.05) 54.96	(0.05) 25.20	(3.00) 37.60		Time over District / Average Speed per Hour	

Automatic Block System

RULE 5. Schedule time and train-order time at Gerber apply at station sign.

Schedule time and train-order time for eastward first-class trains at Davis apply at signal bridge 1200 feet east of Tower.

RULE 86. Freight trains must not go to a siding where they are unable to get into clear for Nos. 11, 12, 13 and 14 unless instructed to do so by dispatcher, or to avoid congestion.

Capacity of sidings	EASTWARD ↓ Mile Post Location	Timetable No. 173 March 20, 1949 Fruto Branch STATIONS	WESTWARD Distance from Fruto
Yard Limits 113 BKWOYP	149.9	TO-R **WILLOWS**	17.0
14 TP	166.9	17.0 **FRUTO** ↑	0.0
		(17.0)	

ADDITIONAL STATIONS NAME	Mile Post	Capacity
Davis-Gerber line		
Dufour (Spur)	92.1	14
Bretona (Spur)	98.0	18
Hershey	106.4	43
Genevra (Spur)	117.6	30
Delphos (Spur)	126.8	11
Norman	142.1	42
Logandale (Spur)	144.3	33
Riz (Spur)	146.0	20
Greenwood (Spur)	162.0	37
Fruto Branch		
Kurand (Spur)	155.8	17
Millsholm (Spur)	159.6	2
Athena	163.6	7

ADDITIONAL STATIONS NAME	Mile Post	Capacity
Knights Landing Branch		
Laugenour	89.4	..
Cunard (Spur)	96.1	15
Grace	96.5	..
Robbins (Spur)	100.4	19
Subaco (Spur)	105.1	41
Everglade (Spur)	109.3	11
Hinsdale (Spur)	111.2	23
Tisdale (Spur)	113.3	10
Progress (Spur)	115.2	3

Mile Post Location	Timetable No. 173 March 20, 1949 STATIONS	Distance from Gerber	WESTWARD FIRST CLASS 19 Klamath Arrive Daily	11 Cascade Arrive Daily	13 Beaver Arrive Daily	201 Passenger Arrive Daily	15 West Coast Arrive Daily
75.6	TO-R **DAVIS** 5.1	112.8	AM s 5.15	AM s 8.55	AM s 9.20		PM s 6.05
80.7	**MERRITT** 4.2	107.7	5.07	8.47	9.12		5.56
84.9	TO **WOODLAND** 5.0	103.5	s 5.01	8.40	f 9.04		s 5.50
89.9	TO **YOLO** 5.9	98.5	4.50				5.37
95.8	**ZAMORA** 7.4	92.6	4.44	8.29	8.51		5.31
103.2	**DUNNIGAN** 5.1	85.2	4.36				5.23
108.3	**HARRINGTON** 5.2	80.1	**4.30**	8.18	8.40		5.17
113.5	TO **ARBUCKLE** 10.7	74.9	c 4.25				5.12
124.2	TO **WILLIAMS** 4.9	64.2	s 4.13				s 4.59
129.1	**CORTENA** 3.9	59.3	4.05	8.00	8.22		4.50
133.0	TO **MAXWELL** 5.3	55.4	s 3.59				4.45
138.3	**DELAVAN** 11.6	50.1	3.51	7.52	8.14		4.38
149.9	TO **WILLOWS** 6.9	38.5	s 3.38	7.42	c 8.02		s 4.25
156.8	**ARTOIS** 3.9	31.6	3.26	7.34	7.52		4.12
160.7	**GRAPIT** 4.7	27.7	3.22	7.30	7.48		4.07
165.4	TO **ORLAND** 1.6	23.0	s 3.15		c 7.42		s 4.00
167.0	**WYO** 6.4	21.4	3.08	7.23	7.38		3.50
173.4	**KIRKWOOD** 5.1	15.0	3.01	7.17	7.32		3.43
178.5	TO **CORNING** 3.1	9.9	s 2.55				s 3.34
181.6	**RICHFIELD** 4.7	6.8	**2.48**	7.09	7.24		3.25
186.3	**TEHAMA** 2.1	2.1	2.39	7.04	7.19	PM s 2.50	3.19
211.7							
213.8	TO-R **GERBER**	0.0	2.35 AM	7.00 AM	7.15 AM	2.45 PM	**3.15** PM
	(112.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		(2.40)	(1.55)	(2.05)	(0.05)	(2.50)
	Average Speed per Hour		42.30	58.85	54.96	25.20	39.81

Automatic Block System

RULE 5. Schedule time and train-order time at Gerber apply at station sign.

Schedule time and train-order time for eastward first-class trains at Davis apply at signal bridge 1200 feet east of Tower.

Capacity of sidings	EASTWARD Mile Post Location	Timetable No. 173 March 20, 1949 Colusa Branch STATIONS	WESTWARD Distance from Wyo
196 WYP	108.3	R **HARRINGTON**	72.1
60	120.8	12.5 TO **GRIMES**	59.6
33	133.0	12.2 TO **COLUSA**	47.4
W	145.9	12.9 **PRINCETON**	34.5
28	150.4	4.5 **CODORA**	30.0
35 W	170.0	19.6 TO **HAMILTON**	10.4
Yard Limits 36 YP	180.4	10.4 **WYO**	0.0
		(72.1)	

RULE 86. Freight trains must not go to a siding where they are unable to get into clear for Nos. 11, 12, 13 and 14 unless instructed to do so by dispatcher, or to avoid congestion.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Colusa Branch		
College City.....(Spur)	112.3	22
Graino.....(Spur)	116.0	12
Sycamore.....(Spur)	124.4	11
Stegeman.....(Spur)	143.2	13
Glenn.....(Spur)	155.6	13
Ordbend.....(Spur)	162.1	19
Rotavele.....(Spur)	165.9	12
Cory.....	178.6	40

EASTWARD

THIRD CLASS

Capacity of sidings	604 Freight Leave Daily	498 Freight Leave Daily	602 Freight Leave Daily	496 Freight Leave Daily	600 Freight Leave Daily	494 Freight Leave Daily	Mile Post Location	Timetable No. 173 March 20, 1949 STATIONS	Distance from Davis
Yard Limits KWIYP	PM 9.10		PM 12.03		AM 3.35		75.6	TO-R DAVIS	0.0
100 P	9.20		12.13		3.45		80.7	5.1 MERRITT	5.1
Yard Limits 97 BKWIP	9.29		12.22		3.54		84.9	4.2 TO WOODLAND	9.3
38 P	9.37		12.30		4.02		89.9	5.0 TO YOLO	14.3
105 P	9.46		12.39		4.11		95.8	5.9 ZAMORA	20.2
32 P	9.58		12.51		4.23		103.2	7.4 DUNNIGAN	27.6
196 WYP	10.05		12.59		4.30		108.3	5.1 HARRINGTON	32.7
41 P	10.14		1.08		4.39		113.5	5.2 TO ARBUCKLE	37.9
51 P	10.31		1.25		4.56		124.2	10.7 TO WILLIAMS	48.6
103 P	10.39		1.33		5.04		129.1	4.9 CORTENA	53.5
P	10.45		1.39		5.10		133.0	3.9 TO MAXWELL	57.4
101 P	10.53		1.47		5.18		138.3	5.3 DELAVAN	62.7
Yard Limits 113 BKWOYP	11.19		2.10		5.44		149.9	11.6 TO WILLOWS	74.3
41 P	11.31		2.21		5.56		156.8	6.9 ARTOIS	81.2
102 P	11.37		2.26		6.02		160.7	3.9 GRAPIT	85.1
Yard Limits 40 WP	11.45		2.34		6.10		165.4	4.7 TO ORLAND	89.8
Yard Limits 36 YP	11.49		2.38		6.14		167.0	1.6 WYO	91.4
23 P	PM 11.59		2.48		6.24		173.4	6.4 KIRKWOOD	97.8
43 P	AM 12.07		2.56		6.32		178.5	5.1 TO CORNING	102.9
41 P	12.12		3.01		6.37		181.6	3.1 RICHFIELD	106.0
P	12.20	PM 4.50	3.08	AM 11.25	6.45	AM 3.25	186.3 211.7	4.7 TEHAMA	110.7
Gerber yard 164 BKWOIYP	12.30 AM	5.00 PM	3.15 PM	11.35 AM	6.55 AM	3.35 AM	213.8	2.1 TO-R GERBER	112.8
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.8)	
	(3.20) 33.84	(0.10) 12.60	(3.12) 35.25	(0.10) 12.60	(3.20) 33.84	(0.10) 12.60		Time over District / Average Speed per Hour	

Automatic Block System

RULE 5. Schedule time and train-order time at Gerber apply at station sign.

Schedule time and train-order time for eastward first-class trains at Davis apply at signal bridge 1200 feet east of Tower.

RULE 86. Freight trains must not go to a siding where they are unable to get into clear for Nos. 11, 12, 13 and 14 unless instructed to do so by dispatcher, or to avoid congestion.

EASTWARD ↓

Timetable No. 173
March 20, 1949
Knights Landing Branch

Capacity of sidings	Mile Post Location	STATIONS	Distance from Josephine
Yard Limits 97 BKWIP	84.9	TO-R WOODLAND	32.4
18	87.7	2.8 SUGARFIELD	29.6
WP	94.0	TO 6.3 KNIGHTS LANDING	23.3
P	96.9	2.9 MARCHANT	20.4
13	117.3	20.4 JOSEPHINE ↑	0.0
		(32.4)	

WESTWARD

EASTWARD ↓

Timetable No. 173
March 20, 1949
Ensley Branch

Capacity of sidings	Mile Post Location	STATIONS	Distance from Ensley
P	96.9	MARCHANT	0.7
P	97.6	0.7 ENSLEY ↑	0.0
		(0.7)	

WESTWARD

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
13	Orland	Flag	Daily	Davis	Dunsmuir	
13	Willows	Flag	Daily	Davis	Dunsmuir	
14	Willows	Flag	Daily	Dunsmuir	Davis	
14	Orland	Flag	Daily	Dunsmuir	Davis	
19	Arbuckle	Flag	Daily	West of Davis		
20	Delavan	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
20	Artois	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
20	Kirkwood	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
20	Richfield	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
20	Tehama	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
23	"c" stations	Flag	Daily		Ogden	
23	Blue Canon	Flag	Daily		Ogden	
23	Alta	Flag	Daily		Ogden	
23	Dutch Flat	Flag	Daily		Ogden	
23	New England Mills	Flag	Daily		Ogden	
23	West Applegate	Flag	Daily		Ogden	
23	Clipper Gap	Flag	Daily		Ogden	
25,26	Andover	Flag	Daily			To receive or discharge employes
25,26	Eder	Flag	Daily			To receive or discharge employes
25,26	Troy	Flag	Daily			To receive or discharge employes
25,26	Cisco	Flag	Daily			To receive or discharge employes
25,26	Crystal Lake	Flag	Daily			To receive or discharge employes
25,26	Emigrant Gap	Flag	Daily			To receive or discharge employes
25,26	Blue Canon	Flag	Daily	Any station	Any station	To receive or discharge employes
25,26	Midas	Flag	Daily			To receive or discharge employes
25,26	"c" stations	Flag	Daily	Any station	Any station	
25,26	New England Mills	Flag	Daily	Any station	Any station	
25,26	Clipper Gap	Flag	Daily	Any station	Any station	
25	West Applegate	Flag	Daily	Any station	Any station	
25,26	Dutch Flat	Flag	Daily	Any station	Any station	
25,26	Alta	Flag	Daily	Any station	Any station	
25,26	Soda Springs	Flag	Daily	Any station	Any station	
26	Gold Run	Stop	Daily			To exchange U. S. Mail by locker
26	Emigrant Gap	Stop	Daily			To exchange U. S. Mail by locker
26	Soda Springs	Stop	Daily			To exchange U. S. Mail by locker
26	Floriston	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
26	Verdi	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
201	Sheridan	Stop when necessary	Daily			To exchange U.S. Mail, or for newspapers
201	Swanston	Flag	Daily	Sacramento	Roseville	
202	Tehama	Stop	Daily exc. Sun. & Hol.			To exchange U.S. Mail

RULE 4. Designated Holidays:
New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, First Monday in September.
Thanksgiving Day, Fourth Thursday in November.
Christmas Day, December 25th.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

RULE 82 (A). Crews arriving Roseville on first-class trains may assume corresponding schedule on connecting subdivision without clearance, except when operating as a section of a schedule.

Regular trains from Western Division at Brighton may assume corresponding schedules, or sections of schedules, on Sacramento Division without clearance.

Nos. 421, 423 and 425 and sections of those schedules from Western Division at Brighton may continue display of indicators through to Roseville, and register at Roseville accordingly.

Third-class and extra trains to or from Western Division passing Sacramento, will not obtain clearance at Sacramento.

Trains to Western Division at Brighton, originating at Sacramento, may leave Sacramento with Western Division clearance only.

Trains enroute Western Division via Sacramento or Brighton originating at Roseville or Antelope, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville will apply the same as if addressed to them at Brighton or Sacramento.

Crews to operate as Nos. 420, 424 and 426, and sections thereof, on Western Division from Brighton, may assume such identity at Roseville or Antelope instead of Brighton. Sacramento and Western Division Clearance for sections of these schedules must bear the words "No signals" or "Green Signals" as the case may be, and bear dispatcher's O.K., and train-order authority for display of signals will not be required Roseville or Antelope to Brighton, nor on Lathrop Subdivision of Western Division. Crews will register and display indicators and signals accordingly.

RULE 83 (A). At the following stations, only the trains indicated will register:

Sacramento—Trains originating or terminating, except third-class and extra trains passing Sacramento to or from Western Division.

Sacramento, 12th St.—Eastward trains, via Brighton, and trains originating or terminating.

Antelope—All trains, except those originating in west yard, and except those terminating in east yard.

Brighton—Regular trains from Placerville Branch.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Sacramento, 12th St.—Eastward trains, via Brighton.
Roseville—First-class trains.
Antelope—First-class trains.
Folsom—Trains required to go to Folsom will register the same information as shown on register at Folsom Jct.

RULE 95. Train orders issued by Western Division under Form F, reading to or from Brighton will apply over the Sacramento Division into or out of Sacramento or Roseville.

RULE D-97 (A). Applies between Sacramento and Roseville and between Brighton and Elvas.

RULE 204. Trains of Sacramento, Mountain and East Valley Subdivisions with the same conductor operating through Roseville may be issued train orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

Operator Sacramento must furnish conductor of all first-class trains enroute Mountain Subdivision two extra copies of all train orders affecting their movement at Roseville or beyond.

RULE 221. Eastward and westward first-class trains, and trains from Roseville enroute to Western Division will not obtain clearance at Sacramento, 12th St.

Trains originating or terminating at Sacramento not enroute to or from Western Division need not obtain clearance at Sacramento, 12th St.

Antelope—Only trains originating need obtain clearance.

No. 518 and No. 519 must go to train-order office Folsom and must obtain clearance when operator is on duty.

RULE D-251. Applies to the following tracks:
Eastward track Sacramento to Roseville.
Eastward track Brighton to Elvas.
Westward track Elvas to Sacramento.
Westward track Sacramento to Davis train-order office (Western Division) provided proceed signal received from yardman at Front St., Sacramento, except will not supersede the superiority of No. 101.

RULE 82 (A). Crews ordered for No. 606 at Reno, may assume that schedule without clearance.

Crews arriving Roseville on first-class trains may assume corresponding schedule on connecting subdivision without clearance, except when operating as a section of a schedule.

RULE 83 (A). At the following stations, only the trains indicated will register.

Truckee—Trains originating or terminating.
Colfax—Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Roseville—First-class trains.

RULE D-97 (A). Applies between Roseville and Sparks.

RULE 204. Trains of Sacramento and Mountain Subdivisions with the same conductor operating through Roseville may be issued train orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

Operators Sparks to Loomis, inc., must deliver to conductors of westward first-class trains one extra copy of all train orders affecting their movement at or beyond Roseville.

RULE 221. Train-order signals at Emigrant Gap and Norden are light type signals identified by an illuminated sign "Train Order Signal" on the signal mast. When a train reaches a point approximately 200 feet from signal, if no train orders, indication will change from "stop" to "proceed."

Light engines may leave Norden for Truckee as extras without obtaining clearance at Norden.

RULE D-251. Applies to the following tracks:
No. 2 Track Norden to Truckee.

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

RULE 82 (A). Crews ordered for No. 527 at Stirling City may assume that schedule without clearance.

Crew arriving Tehama on No. 201, also sections of that schedule holding proper train-order authority, may assume corresponding schedule or section at Tehama without clearance.

Crews arriving Roseville on first-class trains may assume corresponding schedule on connecting subdivision without clearance, except when operating as a section of a schedule.

RULE 83 (A). At the following stations, only the trains indicated will register:

Marysville, Chico—Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Roseville—First-class trains.

RULE 204. Trains of Sacramento and East Valley Subdivisions with the same conductor operating through Roseville may be issued trains orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

Trains to or from East Valley Subdivision with the same conductor and engineer operating through Tehama may be issued train orders on East Valley Subdivision or West Valley Subdivision that affect their movement on either of these subdivisions.

RULE 221. All trains must obtain clearance before leaving Yuba City.

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

RULE 82 (A). Crews arriving Tehama on Nos. 202, 494, 496 and 498, also sections of those schedules holding proper train-order authority, may assume corresponding schedule or section at Tehama without clearance.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Davis—All trains to or from West Valley Subdivision.

RULE 105.

Wyo—Second track of the two tracks paralleling main track, is siding.

Gerber siding extends from just east of junction switch at Tehama to 550 feet west of crossover leading to yard tracks.

RULE 221. All trains must obtain clearance before leaving Grimes.